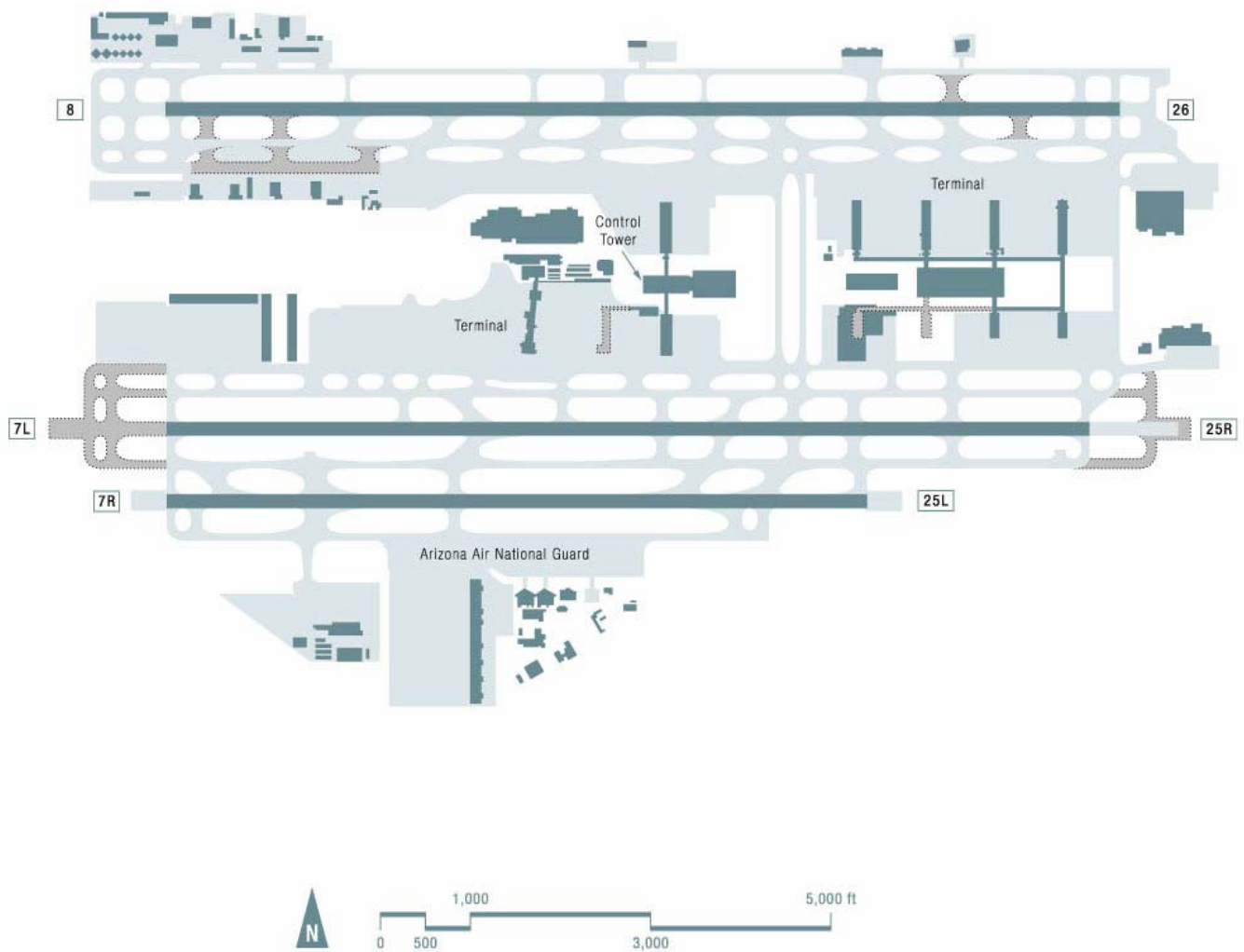


PHOENIX – Phoenix Sky Harbor International (PHX)



PHOENIX – Phoenix Sky Harbor International Airport (PHX)

Benchmark Results

- The capacity benchmark for Phoenix Sky Harbor International Airport today is 128-150 flights per hour (arrivals and departures) in Optimum weather, when visual approaches can be conducted.
- The benchmark rate decreases to 108-118 flights per hour in Marginal and IFR conditions, for the most commonly used runway configuration in these conditions. Each scenario represents less than one percent of operations at PHX.
- Note that these benchmark rates do not always represent balanced operations. Rather, there may be more arrivals than departures in the Optimum scenario, and more departures than arrivals in the Marginal and IFR scenarios.
- Departures from PHX are limited by environmental constraints, terrain, and nearby military airspace. It is assumed that these restrictions will continue in the future.
- Planned technological improvements at PHX include CEFR, which will allow suitably equipped aircraft to maintain visual separations in Marginal conditions. This would increase the Marginal benchmark rate at PHX by less than one percent.
- The following charts compare actual hourly traffic with the calculated capacity curves for PHX.

These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the airport or for the individual programs.

The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

PHOENIX – Phoenix Sky Harbor International Airport (PHX)

<i>Weather</i>	<i>Scenario</i>	<i>Configuration</i>	<i>Procedures</i>	<i>Benchmark Rate (per hour)</i>
Optimum Rate Ceiling and visibility above minima for visual approaches (3300 ft ceiling and 7 mi visibility) <i>Occurrence: 99%</i>	Today	Arrivals on Runways 7R, 8 Departures on 7L <i>Frequency of Use: 48% in optimum conditions</i>	Visual approaches, visual separation	128-150
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		150
Marginal Rate Below visual approach minima but better than instrument conditions <i>Occurrence: 1%</i>	Today	Arrivals on Runways 25L, 26 Departures on 25R <i>Frequency of Use: 28% in marginal conditions</i>	Instrument approaches, radar separation	108-118
	New Runway	N/A		N/A
	Planned improvements (2013)	Same	Visual approaches, visual separation	118
IFR Rate Instrument conditions (ceiling < 1000 ft or visibility < 3.0 miles) <i>Occurrence: 0%</i>	Today	Arrivals on Runways 25L, 26 Departures on 25R <i>Frequency of Use: 45% in IFR conditions</i>	Instrument approaches, radar separation	108-118
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		118

NOTE: Data on frequency of occurrence of weather and runway configuration usage is based on FAA ASPM data for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time.

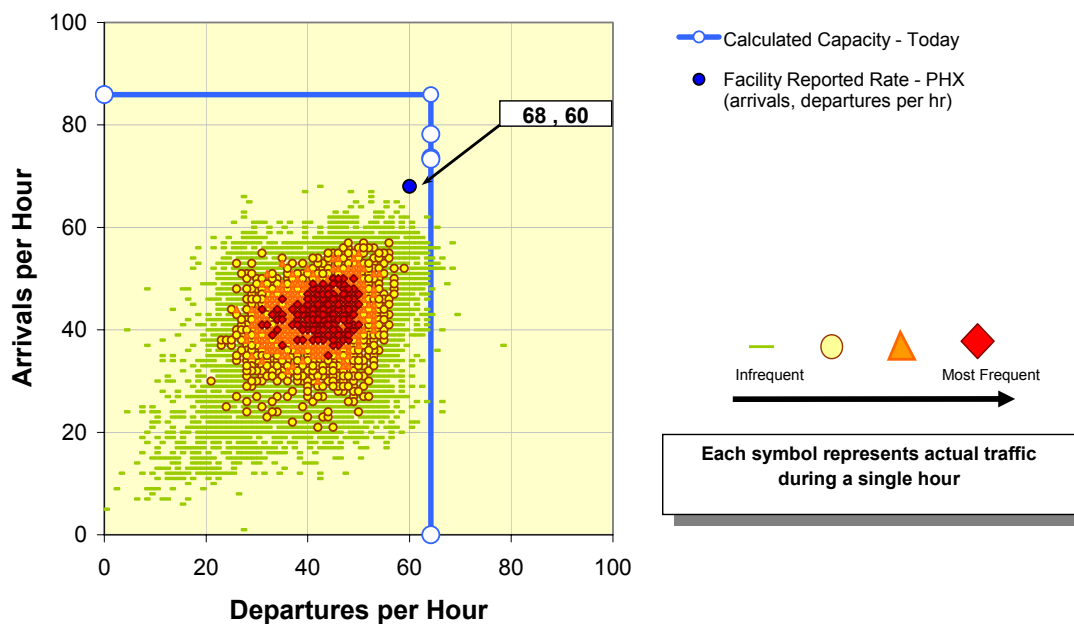
Planned Improvements at PHX include:

- CEFRR, for reduced in-trail separations between arrivals in Marginal conditions.

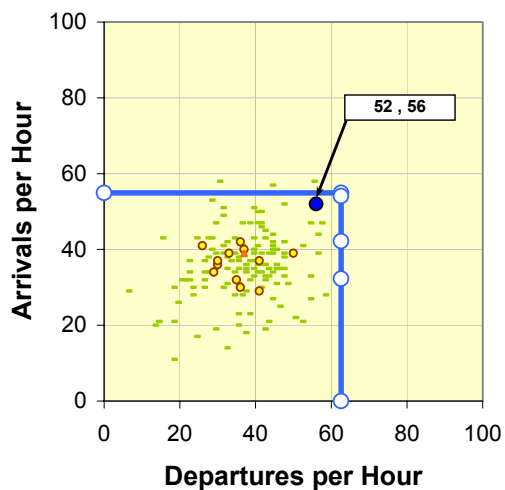
Additional information on this improvement may be found in the Introduction and Overview of this report, under “Assumptions.”

Calculated Capacity (Today) and Actual Throughput

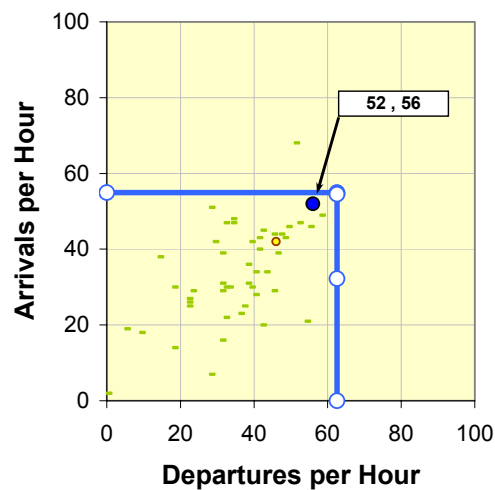
Optimum Rate



Marginal Rate



IFR Rate



Hourly traffic data was obtained from the FAA ASPM database for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time. Facility reported rates were reviewed by ATC personnel at PHX.